Law of the DPRK on Registration of Ships

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Chapter 1 Fundamentals

Article 1 Objective
This Law is enacted for the purpose of establishing a strict and sound system in the work of the registration of ships in order to exercise effectively the State's jurisdiction and control over its ships.

Article 2 (Obligation of registration of ships)
The registration of ships is compulsory to institutions, enterprises and organizations which own and operate ships and to any foreign entity which intends to carry out economic activities, including fishing, and scientific researches in the DPRK waters.
The State shall ensure that the process and methodology of registration of ships are appropriately established and strictly effectuated.

Article 3 (Principles of nationality to ship)
The State shall ensure that ships shall sail under the flag of one State only.

Article 4 (Legal protection of ships registered)
The State shall place under the protection of its laws any ship which has been entered in its register of ships.

Article 5 (Flag to fly)
Any ship which has been registered by the DPRK shall be entitled to fly its flag.

Article 6 (Scope of application)
This Law applies to the competent authority of ship registration as well as any institutions, enterprises and organizations which own and operate ships. It also applies to any foreign entity which intends to have its ships granted the nationality of the DPRK.

Article 7 (Exception)
This Law does not apply to any warships and sporting boats.

Article 8 (Principles of exchange and co-operation)
The State shall develop the exchange and cooperation with international organizations and other States in the fields of the registration of ships.

Chapter 2 Conditions for the registration of ships

Article 9 (Requirements of the conditions for registration of ships)
Meeting the conditions for the registration of ships is the prerequisite in such registration.
Any ship to be entered in the register of ships of the DPRK shall meet the relevant requirements for such registration.

Article 10 (Ships to be registered)
The following shall be subject to registration:
1. Any ship owned by the State or social cooperative organizations;
2. Any foreign-flag ship intending to be granted the nationality of the DPRK; and
3. Any foreign-flag ship which is intended for use in economic activities, including fishing, and scientific researches in the DPRK waters.

Article 11 (Registration of ships subject to a bilateral or multilateral treaty)
With a respect to any ship which is intended for the conduct of economic activities and scientific researches in the DPRK waters or foreign waters, the registration thereof shall be subject to the treaty, if any, concluded between the DPRK and other States concerned.

Article 12 (Shipowner)
Shipowner is an institution, enterprise and organization that are entitled to possess, operate, or dispose of a ship newly built or purchased in gear with the national plan or that the ownership of a ship has been transferred by a decision of a court.
Any institution, enterprise and organization that default on payment for the ship purchase or that have bare-chartered a ship are not entitled to be a shipowner.

Article 13 (Ship Operator)
A shipowner that operates the ship is a ship operator.
An institution, enterprise or organization entrusted by a contract to operate a ship owned by another shipowner or owned by a foreign ship owner or operator may also become a ship operator.
Only when a ship operator has been institutionalized and staffed as properly as

defined, can they operate a ship.

Article 14 (Seafarer Manager)
A ship owner or operator engaged in seafarer management is a seafarer manager.
An institution, enterprise or organization contractually entrusted with seafarer management by a ship owner or operator also becomes a seafarer manager. In this case, the seafarer manager is not entitled to be the ship owner and operator.

Article 15 (Foreign Ship owner and operator that intend to conduct such economic activities as fishing and scientific research in the DPRK waters)
A foreign ship owner and operator that intend to conduct such economic activities as fishing and scientific research in the DPRK waters shall either hand over the right of operation to the DPRK institution, enterprise or organization or jointly operate the ship. In this case, the institution, enterprise or organization that jointly operates the ship shall share with the foreign ship owner and operator the responsibility arising in connection with the ship operation.

Article 16 (Designation of Ship Names and Ports of Registry)
Each ship shall have a unique name and port of registry.
The ship's name and port of registry shall be designated subject to given principles set by the national maritime authority.

Article 17 (Tonnage measurement of ships)
A ship shall have gross and net tonnages subject to the *Rules for the Tonnage Measurement of Ships*.
Determination of gross and net tonnages shall be carried out by the maritime administration organ.

Article 18 (Call sign and MMSI of ships)
Unless expressly provided otherwise, the ship shall be assigned its own call sign and MMSI by the radio regulatory organ.

Article 19 (Technical survey for registration or recycling of ships)
Any ship to be entered in the register of ships or to be recycled shall undergo the technical survey of the maritime administration organ, before doing so.

Article 20 (Technical condition assessment of a ship prior to the purchase)
Any institutions, enterprises and organizations which intend to purchase a foreign ship or to operate a ship bareboat chartered-in for the period of one year or more shall ensure that such ship undergoes technical assessment by the maritime administration organ to determine whether the technical condition of the ship complies with the relevant standards before concluding the relevant contract of

purchase or bareboat charterparty. In this case, any substandard ship are not eligible for the DPRK flag. In case of transfer or takeover of a ship between institutions, enterprises and organizations domiciled within the DPRK territory, the maritime administration organ may, upon request, conduct the technical assessment of such ship.

Article 21 (Seafarer on board ship)
Seafarers on board the ship shall comply with the relevant requirements of the national legislation and the applicable international maritime conventions.

Chapter 3 Application for and deliberation of registration of ships

Article 22 (Fundamental requirements of application for and deliberation of registration of ships)
The application for and deliberation of registration of ships constitute the major processes of the registration of ships
The maritime administration organ as well as entities which intend to have their ships entered in the register of ships shall fully comply with the procedures of such application and registration.

Article 23 (Methodology of application for the registration of ships)
The application for the registration of a ship is initiated by the relevant shipowner or operator who shall submit to the maritime administration organ the application document which clarifies whether such ship is intended for international or domestic voyage.
The application document for the registration of a ship shall specify particulars of such ship including its name, port of registry, gross tonnage and net tonnage, type, call sign, MMSI, ownership, technical characteristics as well as the purpose and details of the application and the name of the applicant, with other necessary supporting information attached.

Article 24 (Classification of applications for registration of ships)
Registration of ships shall, under different circumstances, be applied for as follows.
1. If a ship is to be entered in the register of ships for the first time, the initial registration shall be applied for. Such registration also includes the interim registration which applies to any foreign flag ship which is intended for use in economic activities, including fishing, and scientific researches within the DPRK waters, any ship which is undergoing the pre-registration procedures for grant of the nationality and the ships which are intended for a voyage to designated places for the purpose of repair, recycling and sale. Further, it includes the registration of the ships bareboat chartered-in from foreign countries.
.2 If any already registered ship has been changed in its name, port of registry,

ownership, structure, trading areas or operator's name, the renewal registration of such ship shall be applied for.

.3 If any already registered ship is subject to deregistration because it is intended for grant of another nationality or is missing or has been sunken or wrecked, the deregistration of such ship shall be applied for.

.4 If any already registered ship is intended for demise to another country under the bareboat charterparty, the suspension of the registration of such ship shall be applied for.

.5 If ownership of any ship is to be registered, the registration of the ownership shall be applied for.

.6 If mortgage of any ship is to be registered, the registration of mortgage shall be applied for.

Article 25 (Criteria for registration of ships and procedure for deliberation of such registration)

The maritime administration organ shall establish criteria for registration of ships in compliance with which such registration shall be deliberated.

The deliberation of registration of ships consists of examination of the relevant application documents, consideration on the technical survey of the ships and identification of the relevant ownership.

Article 26 (Examination of the application document)

The examination of the application document shall identify the relevant ship's name, port of registry, gross and net tonnages, call sign, MMSI, necessary information provided for the registration, approval of appropriate authorities and registration of its owner, operator and seafarer management.

Article 27 (Consideration on the technical survey of a ship)

The consideration on the technical survey of a ship shall review the results of the technical survey conducted by the maritime administration organ.

Article 28 (Identification of the ownership of a ship)

Identification of the ownership of a ship shall verify whether the ship is owned by the State, social cooperative organization or foreign entity or co-owned between a domestic and foreign entities, by examining any relevant ownership-evidential document concerning the ship's construction, sales and credit and debt.

Article 29 (Demand and verification of information necessary for consideration of registration of ships)

The maritime administration organ may either demand any information needed to deliberate the registration of ships from the relevant shipowners or operators or other appropriate institutions, enterprises and organizations, or have the necessary

information verified by the international organizations, foreign maritime administrations or notary offices. The relevant shipowners or operators or other appropriate institutions, enterprises and organizations shall provide such information in a timely manner.

Article 30 (Approval or rejection of registration of ships)
The maritime administration organ shall make a decision whether to approve or to reject the registration of ships, after the deliberation thereof.
In case where the registration of ships is rejected, such rejection shall be informed of the relevant shipowners or operators together with the reason therefor.

Article 31 (Application for reconsideration of registration of ships)
Upon the receipt of information to reject the registration of a ship, the relevant shipowner and operator, after it remedies the situation, may reapply for deliberation of the registration of ships to the maritime administration organ.

Article 32 (Complaints)
If any shipowner or operator is not satisfied with the outcome of the deliberation of the registration of his/her ships, he/she may submit his/her complaints thereof to the maritime administration organ which shall review such complaints in a timely manner and take actions as appropriate.

Chapter 4 Registration of ships and certification thereof

Article 33 (Fundamental requirements of registration and certification of ships)
The timely registration and certification of ships is of paramount importance in ensuring effective shipping.
The maritime administration organ shall take timely actions to register and certify the ship which it has decided to register.

Article 34 (Grant of the nationality of the DPRK)
The maritime administration organ shall enter in the register of ships of the DPRK the ships permitted for the initial registration which shall clarify whether such ships are intended for international or domestic voyage.

Article 35 (Registration of particulars of ships)
The maritime administration organ shall establish the register of ships which shall record all the necessary details of the ships including their names, dates of registration, ports of registry, gross and net tonnages, types, registration numbers, IMO identification numbers, call signs, MMSIs, ownership, information of the

relevant shipowners or operators, credits and debts, continuous synopsis records and technical characteristics.

Article 36 (Registration of the IMO identification number and shipowner/operator identification number)
In case where a ship and its owner or operator have no identification number although international conventions apply to such ship, the maritime administration organ shall take appropriate actions to ensure that such identification numbers are granted by the competent international organization and recorded in the register of ships and to inform all the relevant entities thereof.

Article 37 (Issue of registration certificates)
The maritime administration organ shall issue the relevant registration certificate to the ship which has been entered in the register of ships of the DPRK. The ship engaged on domestic voyages shall be issued with the *Ship Registration and Sailing Certificate* which is valid for 4 years, while the ship engaged on international voyages shall be issued with the *Certificate of Registry*, *Minimum Safe Manning Document* and *Continuous Synopsis Record Document* each of which is valid for 5 years.

Article 38 (Issue of the Interim Certificate of Registry)
The interim certificate of registry with validity for a stipulated period of time shall be issued to the foreign flag ship which is intended for use in economic activities, including fishing, and scientific researches in the DPRK waters. The interim certificate of registry with 6-month validity shall be issued to the ship which is undergoing the pre-registration procedures for grant of the nationality of the DPRK or the ship which is intended for a voyage to the designated place for the purpose of repair, recycling and sale.

Article 39 (Certification of ships bareboat chartered-in)
The ship bareboat chartered-in from another country shall be issued with the certificate of registry which is valid for not longer than 2 years. The term of such certificate may be prolonged, as deemed necessary, at the request of the relevant shipowner or operator.

Article 40 (Renewal registration and certification thereof)
The maritime administration organ shall renew the registration of the ships which have witnessed any change in their registered items including the names of the ships and their owners or operators, ports of registry, ownership, their structures and trading areas if permitted to do so. In this case, the *Certificate of Registry* shall be renewed.

Article 41 (Deregistration of ships and certification thereof)
The maritime administration organ shall delete the registration of the ships which have been permitted to be deregistered. In this case a notice of deregistration shall be issued to ships engaged on domestic voyage while a certificate of deregistration shall be issued to those engaged on international voyage.

Article 42 (Suspension of registration of ships)
The maritime administration organ shall record in the register of ships the suspension of the registration of the ship bareboat chartered-in for use in another country. In this case the relevant document shall be issued to certify that such ship is demised for the specific period provided in the bareboat charterparty.

Article 43 (Forced deregistration of ships)
Deregistration may be forced upon any ship which has been found to be registered against the interest of the State or any registered item of which has been acknowledged false.

Article 44 (Registration of ownership of ships)
The maritime administration organ shall record in the register of ships the ownership of the ship if permitted to do so. In this case the relevant document may be issued, upon the request of the applicant, to prove such records.

Article 45 (Registration of mortgage)
The maritime administration shall record in the register of ships the relationship between the mortgagor and mortgagee with respect to the ship if permitted to do so. In this case a certificate of mortgage shall be issued to the mortgagee.

Article 46 (Reissue of certificate)
If the ship registration certificates are lost or damaged, the shipowners or operators shall apply for reissue. If the certificates are expired, they should be renewed.

Article 47 (Flag and marking)
The ship which has been entered in the register of ships of the DPRK shall fly the DPRK flag and be marked with its name, port of registry, load line, official number and IMO identification number.

Chapter 5 Guidance and control on registration of ships

Article 48 (Fundamental requirements of guidance and control on registration of ships)
Improvement of the guidance and control over the registration of ships provides reliable guarantee in implementing the State policy on maritime control.

The State undertakes to improve the guidance and control over the registration of ships.

Article 49 (Guidance on the registration of ships)
The guidance shall be given to the registration of ships by the national maritime authority under the coordinated leadership of the Cabinet.
The national maritime authority shall undertake regular guidance over the registration of ships to ensure that the strict disciplines are maintained in the system of registration of ships.

Article 50 (Provision of information of registration of ships)
The national maritime authority shall be provided with comprehensive information relevant to the registration of ships such as the number of the ships registered, registered tonnage, powers of engines and capability of transportation by ship.
It shall endorse the information of the registration of ships, at the request of the appropriate entity or international organization or maritime administration organ of another country.

Article 51 (Obligation of the registered ships to comply with laws and regulations of the DPRK)
The shipowner or operator registered in the DPRK shall strictly comply with the requirements of the national legislation and the applicable international maritime conventions.
Any ship that has not been registered with the national maritime authority shall not be allowed to conduct such economic activities as fishing and scientific research in the DPRK waters.

Article 52 (Control on the registration of ships)
The control on the registration of ships shall be exercised by the national maritime authority and other competent regulatory organs.
The national maritime authority and competent regulatory organs shall ensure strict control over the application for the registration of ships and deliberation and certification thereof.

Article 53 (Penalties-Fine, Suspension, Confiscation)
Such penalties as fine, suspension and confiscation shall be imposed on the institutions, enterprises and organizations where:
1. they submitted false information related to ship registration thus having acquired DPRK nationality or having their ship registered in duplicate - in this case, a ship with GRT 500 or less shall be fined 1 million Won or less, a ship with GRT 3000 or more be fined 1 million to 1.5 million Won, while the ship shall be disallowed to proceed to sea.

2. A ship having been put into service with no registration certificates or with the expired certificates shall be fined 20% of the amount defined in Article 53.1 and be disallowed to proceed to sea.
3. A ship having not been marked as properly as stipulated shall be fined the same amount as defined in Article 53.1 and be disallowed to proceed to sea until the deficiency is rectified.
4. those who have made use of forged certificates related to ship registration shall be fined 50% of the amount defined in Article 53.1 and the ship shall be confiscated.
5. those who have not submitted an application for renewal registration nor have applied for relevant registration even having been notified thereof by the maritime administration organ shall be fined 10% of the amount defined in Article 53.1 and shall be disallowed to proceed to sea until the certificates are issued.
6. where a ship not registered with the DPRK nationality has flown the DPRK flag or conducted economic activities in the DPRK waters, the money and ship involved in the illegal acts shall be confiscated.

Article 54 (Sanctions including suspension of qualification, degradation, disqualification, warning, solemn warning, unpaid labor, reformative labor, dismissal and deposition)

Sanctions such as suspension of qualification, degradation, disqualification, warning, solemn warning, unpaid labor for less than three months and reformative labor shall be imposed on any person who is to blame for the following cases:

.1 where they have not operated a ship properly

.2 where they have not submitted an application for registration of changes

.3 where a ship has proceeded to sea with expired certificates or has not renewed certificates

.4 where they have submitted false information related to application for ship registration or forged or illegally used ship registration certificates, official seal, approval seal, or stamp.

.5 where they have not returned the certificates of deregistered ships

.6 where they have not properly registered information related to ship sale and purchase, transfer, scrapping, or deregistration.

In case the acts mentioned in this Article are repeated several times, such sanctions as unpaid labor for less than three months, reformative labor, dismissal and deposition shall be imposed.

Article 55 (Criminal responsibility)

In case any acts violating this law amount to criminal acts, criminal responsibility shall be imposed on the responsible person in accordance with the relevant provisions of the criminal law.